

C. #1830

Doc. No. 5303

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RESTRICTED

Classification changed from
"CONFIDENTIAL" to "RESTRICTED"
by order of the Secretary of
War
By /s/ T.R.C. King, Lt. Col. Inf

WAR DEPARTMENT

Judge Advocate General's Department

United States of America

IN THE MATTER OF THE MURDER OF)
2d LT. EDWARD F. SKUZINSKI, THE)
BEATING AND IMPRISONMENT UNDER)
IMPROPER CONDITIONS OF NINE)
AMERICAN AIRMEN AT AMBON, AND)
THE TRANSPORTATION OF SEVEN)
AMERICAN PRISONERS OF WAR UNDER)
IMPROPER CONDITIONS FROM AMBON)
TO OFUNA, JAPAN.)

Deposition of PAUL A.
STANSBURY
1st LT. ASN 0734399

Taken at : Letterman General Hospital
Presidio of San Francisco,
Calif.

Date : 3 October 1945.

In the Presence of : William E. Stewart, Jr.,
Agent, SIC, CD, NSC.

Questions by : William E. Stewart, Jr.,
Agent, SIC, CD, NSC.

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RESTRICTED /s/ T.R.C.K.

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RESTRICTED /s/ T.R.C.K.

- Q. What is your name, age, rank serial number and permanent address?
- A. Paul Alfred Stansbury, 28, 1st Lt., 0734399, 1209 4th Avenue, Ashbury Park, New Jersey.
- Q. On what dates were you inducted, sent overseas, and returned from overseas?
- A. I was inducted on 30 January 1941 and went overseas in April 1943 as a bombardier on a B-24 and was returned to the United States on 1 October 1945.
- Q. Were you ever a prisoner of war of any of the Axis powers?
- A. Yes. Of Japan.
- Q. State the organization with which you were serving at the time of your capture, and when, where and by whom you were taken into custody, or otherwise made a prisoner or an internee.
- A. I was serving with the 380th Bomb Group, 530th Squadron, 5th Bomb Command and was captured on 21 September 1943 in the Kai Islands by a Japanese naval unit.
- Q. Where were you kept and what were your movements while you were in such custody?
- A. After my capture I was held on the Kai Island about five days and then moved by plane to Ambon, Ambonia Island, in the Spice Island group. I was held here 68 days and then moved by ship to Ofuna, Japan, arriving there on 12 February 1944. I was held at this prison for one month and then moved by train to Omori where I remained from 13 March to 27 August, 1944, and then was moved by train and ferry to Zentsuji where I remained until 23 June 1945, and last was moved by ferry and train to Rokiroshi, Japan, where I remained until liberated.
- Q. Were you an eye-witness to any illegal conduct, either by way of omission or commission, on the part of Axis nationals or soldiers which resulted in the death or serious injury of any American national?
- A. Yes.
- Q. Describe in detail the conduct which you believe to be illegal, giving particulars as to the nature thereof, the name and identification of the victim and of the accused.

A. About 4:15 p.m. on 21 September 1943 the B-24 on which I was a bombardier was shot down over the Kai Islands and after this plane crashed nine of the ten-man crew were able to get out of the plane. This plane had crashed about 1,000 yards off the island in three feet of water on a coral reef. One man in the crew, the navigator, 2d Lt. Edward F. Zkuzinski of Grand Rapids, Michigan, was pinned down on the flight deck by the top turret which had fallen on his back. I did not see this man in this position as I had been injured in the crash and was stretched out on the wing. This man's position was described to me as stated and after we had been on the reef about an hour and a half and were still unable to remove the navigator whose screams and conversation were audible to me as I lay on the wing, a small dugout boat came out from the shore. The first pilot had given the navigator some morphine. According to the description I received from the other crew members, the navigator was on his hands and knees but able to twist and raise his head above the water which was then about at his chest. One of his legs was fractured and he was bleeding profusely and suffering from internal injuries. The dugout boat contained one Japanese marine, a private and a native. Because of the navigator's condition and the need of his immediate removal from the plane we surrendered to these two individuals. After we surrendered our wrist watches were collected and more marines led by one Japanese naval officer, an ensign, came out to the reef and placed the nine of us in a boat. We were taken ashore despite our protests and they refused to do anything to assist the navigator. On the next morning the pilot, 1st Lt. Wilbur Morris, was taken out to the plane and saw the navigator still pinned down but with his head submerged beneath the water. We were led to believe that the navigator would be buried but we do not know if this actually happened. I do not know the identity of any of the Japanese involved in this incident.

On the third day after our capture we were moved by boat to Lagoon, the capitol of this Island, where all nine of us were interrogated and remained eight or nine days. Then we were sent by plane to Ambon, Ambonia Island. We were treated very well at Lagoon. Upon our arrival at Ambon

Page Three (3) of 9 pages.

/s/ P.A.S.

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RESTRICTED /s/ T.R.C.K.

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we were met by a Japanese naval commander who was in command of the entire base and who assigned the six enlisted men in the crew to one cell and then the three officers, including myself, were placed in separate cells. These cells were in an ancient Dutch prison fort. The walls were of heavy brick and the roof of wood. Each cell was about 9'x9' and about 20' high. There was no ventilation, no sunlight and the cells were thick with mosquitoes. We had no beds to sleep on nor any blankets. We received one rice ball three times per day. This was just a little smaller than a baseball and the rice was covered with worms. We also received about a half an evaporated milk can of hot water three times a day with our meal and this was all the food we received. During our trip from the Kai Islands to Lagoon the Gunner, Sargeant Bowman, had received some medical care for cuts on his face and hands. However, all the rest of us were injured and never received any medical care. For the next 68 days we lived in these cells with an interrogation nearly every day. During these interrogations all the enlisted men, the co-pilot and myself were beaten. I do not know whether the pilot was beaten or not. The number of beatings I took here were too many to count. In all of these interrogations, with a few exceptions, we were questioned by a civilian interpreter named Ickies. He is about 5'4" or 5'5" and quite bowlegged. His permanent home was in Tokyo. On a few occasions I was also interrogated by a Japanese navy ensign whose brother had attended my Alma Mater, Columbia University. I was never beaten by the ensign but when Ickies interrogated us he beat us and also had the other Japanese naval personnel in the room do likewise. One of these Japanese guards who beat me and the others was a Sargeant Major in the Japanese Navy whom we nicknamed "Tojo". He was about 5'11" tall, weighed about 225 pounds, and was constantly bragging as to his wrestling ability. His head was shaped like a pear and it was he and Ickies who administered the greater part of the punishment to us. /The interrogation was directed as to our planes, organization, strength, training and airfield layouts./ After we had been in this prison for seven days the pilot, Morris, was flown to Tokyo and I did not see him again until February, 1944, at Ofuna. After 30 days in this

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/s/ P.A.S.

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prison two of the enlisted men, Jones and Scott, the engineer and radio operator, were flown to Tokyo and the remaining four enlisted men were moved by truck to a prison camp about four or five miles distant from this prison and they were held there until later joined by the two of us left in this prison. /The co-pilot and myself stayed in this prison for 68 days in all under the daily interrogations and frequent beatings and the living conditions described before. All of us had sustained serious injuries in the crash of our plane and despite these were forced to live in a prison and take these daily beatings. 1st Lt. Wilbur L. Morris, the pilot, had sustained cuts about the body. 2d Lt. Robert M. Russell, the co-pilot, had sustained small cuts about his back, arms and legs and had a broken nose. T/Sgt. Paul Jones the engineer, had a broken leg and many cuts. T/Sgt. Scott the radio operator, had cuts about the face and legs. S/Sgt. Charles Bowman the gunner, had broken ribs, broken breastbone, and deep cuts on the face, mouth, arms and legs and had lost a great deal of blood and passed out many times during his imprisonment. S/Sgt. Chester Brown, the tail gunner, whose right arm had been broken in two places and had sustained a dislocated right elbow and many cuts, S/Sgt. Curtis Warren, the nose gunner, had a broken right collarbone and several cuts, S/Sgt. Clayton Ruhland, a gunner, sustained a deep gash in the head and cuts in the leg and a dislocated knee cap, and I had a broken left collarbone, some broken ribs and several gashes in my left knee and right ankle. We asked the naval commander in charge of this base for medical care upon our arrival here and as often afterwards as we were able to see him. We were laughed at and received no medical care. In addition to personally asking the commander I also asked Ickies, but to no avail, though on one occasion Ickies sent a Japanese medical corpsman to see me in my cell and this corpsman gave me some salve to rub on my broken collarbone telling me this would cause it to knit and heal. I threw the salve away. I caught malaria in this prison and never received any medical care for this. There can be no question that the commandant, the naval commander of this base, knew of the living conditions in this prison, the physical condition in which the men were and the daily beatings and interrogations. I was warned of this by the commandant before imprisonment. He told me the

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/s/ P.A.S.

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choice was mine, that is to talk and be sent to a good place or just remain here under the conditions such as I have described. Throughout our 68 days of imprisonment here I counted 18 raids by American planes. During these raids we were kept locked in our cells where the smoke would be very thick and breathing would become very difficult. We were told that we could not use the airraid shelters because we were not prisoners of war but captives. There were ample shelters for us to use here. None of us here were ever wounded in these air raids. When the four enlisted men were taken from this prison after 30 days to the prisoner of war camp four or five miles distant they did receive some medical care from a Dutch doctor who was also a prisoner. I learned this later from Bowman, Brown, Warren and Ruhland, the four men who were transferred. Finally, on 7 December 1943, the co-pilot and myself were taken out of this prison and taken by motorcycle to this prisoner of war camp where our enlisted men had been taken previously. There I received some quinine for my malaria and some pills for our very rundown condition, and some very good food. The Dutch doctor said he did not have, nor could he get, any anaesthesia nor plaster of Paris to set my shoulder or Brown's right arm. My weight had gone from 187 at the time of my capture to 148. I remained at this camp until 12 December 1943 when Russell and I and the four enlisted men of our crew were put aboard a merchant vessel, about a 6,000 ton ship. In addition to the six of us there was a U. S. Navy Lieutenant, J. G., Yuglovich of Seattle, Washington, also put aboard with us. There were about 100 Japanese sailors aboard who were returning to Japan and a cargo of nickel ore. Nine Japanese naval enlisted personnel were assigned to guard us throughout this trip. We were aboard this ship 60 days before docking in Japan. We had to wash this ship daily, were forced to march in goose-step style for the pleasure and amusement of our guards, and forced to do pushing up exercises or calisthenics until we dropped and then were beaten for failure to hold our position. We were beaten several times with a wooden cane about the size of a Japanese sword because during the night we were locked in our hold and not allowed to use the latrine. We kept a can in the hold and used

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/s/ P.A.S.

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this and when this was discovered all of us were beaten by our guards. One day on this trip I was told by one of the guards to pick up some heavy mats used for sleeping. I tried to pick them up and couldn't because I was too weak. I was wearing only a pair of shorts at the time and this guard took a lighted cigarette and jabbed it into my back three times. On the next day I came down with beri-beri and lost the use of my hands and legs. I received no treatment of any nature for this. 2d Lt. Russell also came down with the same and lost the use of his legs and began to lose the use of his hands. From then on both of us had to be carried wherever we went. This paralysis of my hands and legs lasted nine months and Russell's lasted about 20 months. I have full coordination of the hands and legs now but Russell does not. We were kept in the bow of the boat and were barricaded in at night. We were told that if the ship were torpedoed we were going down with her. After 60 days of this we arrived at Ofuna, Japan, and it was there that I received my first medical treatment for beri-beri but nothing was done for my shoulder because of the lack of facilities for proper treatment. Ruhland, who had sustained a broken kneecap in the crash has a permanent injury. He can walk only a short while before the leg bothers him and he was advised that it is too late now for surgery. Jones need to have his leg rebroken and reset and I need to have my collarbone rebroken. Brown's arm will need to be corrected by surgery if this is possible. /Of the Japanese naval personnel assigned as our guards on this boat trip one was named Yamashita (phonetic) and another was named Meisha (phonetic). The latter had been a policeman in Tokyo before the war. I cannot recall the identity of any of the other guards.

- Q. Do you know the name of, or can you describe any distinguishing characteristics of commanding officer of the camp, or other officer or official responsible for the actions of the person guilty of such conduct?
- A. I do not know the identity of the ship captain or any other officials aboard this ship. The Japanese naval commander who was the base commandant at Ambon was a very good looking Jap, supposedly well bred and well educated

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/s/ P.A.S.

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/s/ P.A.S.

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RESTRICTED /s/ T.D.C.K.

and spoke excellent English, but I am unable to identify him further.

Q. Do you have, or know the location of, any physical evidence, such as photographs, relating to this incident?

A. No.

Q. Do you know the name of or can you identify any other eye-witnesses to this incident?

A. Only those of us who participated in the above-described incidents, 1st Lt. Wilbur L. Morris, the pilot, 2d Lt. Robert M. Russell, the co-pilot, T/Sgt. Paul Jones, the engineer, T/Sgt. Scott, the radio operator, S/Sgt. Charles Bowman, the gunner, S/Sgt. Chester Brown, the tail gunner, S/Sgt. Curtis Warren, the nose gunner, and S/Sgt. Clayton Ruhland, gunner.

Q. Does the testimony you have given herein cover all the pertinent details of this incident which you are able to remember?

A. Yes.

/s/ Paul A. Stansbury
PAUL A. STANSBURY
1st Lt. ASN 0734399

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RESTRICTED /s/ T.R.C.K.

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RESTRICTED /s/ T.R.C.K.

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STATE OF CALIFORNIA :
City and : SS.
County of SAN FRANCISCO :

I, PAUL A. STANSBURY, of lawful age,
being duly sworn on oath, state that I have read the foregoing
transcription of my interrogation, consisting of 5 pages,
including this and the title page, and that all answers con-
tained therein are true to the best of my knowledge and belief.

/s/ Paul A. Stansbury
PAUL A. STANSBURY

Subscribed and sworn to before me this
8 day of OCTOBER, 1945, at San Francisco, California.

My commission expires: /s/ Julian S. Egne
Capt. J.A.G.D.
O-568007

STATE OF :
County of : SS.
County of :

I, _____, of lawful age,
being duly sworn on oath, state that I truly translated the
questions asked and answers given and that after being trans-
cribed, I truly translated the foregoing deposition containing
_____ pages, including this and the title page, to the witness;
that the witness thereupon in my presence initialed each page
of the deposition and affixed his signature thereto.

Subscribed and sworn to before me this
____ day of _____, 19____, at _____.

My commission expires: _____

STATE OF CALIFORNIA :
City and : SS.
County of SAN FRANCISCO :

I, WILLIAM E. STEWART, JR., certify
that (Name) PAUL A. STANSBURY, (Rank) 1st Lt. (ASN)
0734399, personally appeared before me on the 3d day of
October, 1945, and testified concerning war crimes; and that
the foregoing is an accurate transcription of the answers
given by (him) (her) to the several questions set forth.

Place: San Francisco, California /s/ William E. Stewart, Jr.
WILLIAM E. STEWART, JR.
Date: 3 October 1945 Agent, SIC, CD, NSC.

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A CERTIFIED TRUE COPY:

/s/ Edwin F. Sware
EDWIN F. SVARE, 1st Lt., Inf.

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RESTRICTED /s/ T.R.C.K.

Ex 1830-18
5303

問、貴官、姓名、年令、階級、認識番号及原籍、何デカ。

答、Paul Alfred Stansbury

ポール・アルフレッド・スタンスバリー、ニハ、中尉、〇七三四三九九

New Jersey Ashbury Park

「ニュージャージー州アッシュバリー」四号、街、二〇九。

答、余ハ第五爆撃隊第五三〇中隊第三八〇爆撃隊班ニ勤務シテ居タカ

(一九四三年(昭和十八年)九月二十一日) Kai Islands

同、何処ニ拘置サレタカ又拘置中貴官、行動ハ如何デアツタカ。

答、余ハ捕虜場トナシテ約五日 Kai Islands Spice Islands

Ambonia Island/Ambon

「アムボニア島」「アムボン」ニ飛行機ヲ移サレタ。余ハ此処ニ六日間

二月十二日其処ニ到着シタ。

答、一九四三年(昭和十八年)九月二十一日午後四時十五分頃余ハ爆撃機ニ

シテ搭乗シテ年々 B 24 Kai Islands

組員中九名ハ飛行機カラ脱出スルツトガ出来タ。此飛行機ハ Kai Islands

沖約一千碼水深ニ、珊瑚礁上ニ墜シタ。乗組員一人ハ航空士少尉

エドワード・エフ・スクリンズキー Michigan/Grand Rapids

北背中、上ニ墜キテキタ一番高イ塔、為ニ飛行申請ニ交付シタ。

余ハ墜落、際怪我ヲシ、翼、上ニ付シタノデ本人アリノ位置示ハ見ナ

カ。本人、位置區ハ前述ニ余ニ説明セタ、而シテ余等ハ約一時間

半珊瑚礁上ニ居テ、余ハ翼上ニ横ニナシテ年々時ソ、航空士ノ叫ビ

聲ト話聲ガ聞エタガ尚航空士ノ動力スツトガ出来ナイデキルト一般

小サナ独木舟ガ出テ来タ。オ一操縦士ハ航空士ニモルニホシテ若干

與ヘタ。余カ他、乗組員カラ後テタ説明ニヨルト航空士ハ四道ナリ、ソ、

時胸、辺辺アツタ水、上ニ頭ヲ曲ゲテ揚ゲルツトガ出来タ。片方脚ハ

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捻挫し出血がひどく且つ内傷が甚だしく、独木舟に一人、日本水兵十兵卒と土人が居た。航空士ノ状態は又彼等飛行機から直ちに移さば要上
 余等ハツノ二名、者ニ降服シタ。降服後余等ノ腕時計ハ取ラシタ。一名
 ノ日本ノ海軍將校、海軍少尉ノ引率スル大勢ノ水兵が珊瑚礁上
 ニヤッ来テ余等九名ヲ舟ニ收容シタ。余等ハ抗議シタテ其海岸へ連行サ
 レタ。彼等ハ航空士ヲ助ケルコトヲ全然拒絶シタ。翌朝操縦士^{Lt. Wilbur Morris}ノイール・モーリス、
 中尉ハ飛行機ノ所へ連テ行カレタ。而シテ航空士が尚水中ニ頭ヲ没シ、釘
 付ニナツキルヲ見タ。余等ハ航空士が埋葬サレ、タロウト思フタ。併シ之が
 死体ソコデアツタカドウカ知ラナイ。余ハ本作ニ関係アル日本人ノ識別ハ出来ナイ。
 捕虜ニシテカフ三日目、余等此島ノ首都^{Langoon}ラングーンニシテ舟ヲ連行サシ其処ニ余
 等九名ハ取調ヲウケ、九日留置サシタ。ソレカラアンボニ^{Ambonia Island / Ambon}島ノアンボニ^{Ambon}
 飛行機ヲ送ラシタ。ラングーンニテハ非常ニ好遇サシタ。アンボニ^{Ambon}到着ト共
 ニ日本ノ海軍司令官ニ會ツタ。彼ハ全根據地ノ指揮ニ當ツテ居タ。而シテ彼
 ハ乗組員中六名ノ兵卒ヲツノ監房ヘ余等三名ノ將校ヲ別々ノ監房ヘ割当タタ。
 コレノ監房ハ昔和蘭ノ客室監獄内ニアツタ。壁ハ厚イ煉瓦ヲ屋根ハ木ト出来
 テ居ッタ。各監房ハ縦横凡ソ九呎、高さ約二〇呎デアツタ。其処ニハ通風装置
 モ採光装置モ何モナク監房ハ蚊が充満シテタタ。余等ハ寝台モ毛布モ與
 ヘラシカッタ。余等ハ一日三回一個ノ握飯ヲ與ヘラシタ。コレハテ度野球球ヲ
 リッパサイ位ノモノデアツテ飯ハ面蛆ヲ覆ハレテタタ。余等ハ又一日三回
 食事ト共ニ牛バタ蒸シタ牛乳罐一杯ノ湯ヲ給サレタ。サウシテ之が余等
 受ケタ全食糧デアツタ。^{Kai Islands}カイ島カラ^{Langoon}ラングーンヘノ余、砲手^{Bowman}ボウマン、
 軍曹ハ顔ト平ノ切傷ヲ治療ヲ受ケタ。他ノ者ハ全部負傷シテ居ッタが治療
 ヲ受ケナカッタ。續ク六十八日間余等ハツノ監房ニ在ツテ殆ド毎日取調
 ヲ受ケタ。コノ取調中全兵卒及、副操縦士ト余ハ殴打サレタ。操縦士ガ
 殴打サレタカドウカハ知ラナイ。此処デ殴打シタ數ハ數ヘキテイ程多イ。

取調ハ我飛行機組織、兵力訓練、飛行場施設ニ関シ行ハタ。

D.O.C 5303

副操縦士ト余ハ毎日取調、後々層々段々前記様々生活状態ト三總計六十日
 間ヲ、監獄ニ過シタ。余等ハ皆飛行機墜落時重傷ヲ負ツタ。トモ拘ラズ監獄生
 活ヲシ毎日改ラレル自覺目ニ達シタ。副操縦士ワイル・モリス Wilbur L. Morris 中尉
 ハ身体中切傷ヲ負ツタ。副操縦士ロート・モリス Robert M. Russell 少尉皆
 腕脚ニカイ切傷ヲウケ、骨ヲ折リタ。機内エボ・ジョー Paul Jones 技術軍曹ハ脚
 ヲ折リタ。切傷ヲ負ツタ。無線通信士スコット Scott 曹長、顔、脚、傷ガアツタ。砲手
 チャールズ・ボウマン Charles Bowman 軍曹ハ肋骨ト胸骨ヲ折リ、顔口腕、脚部、深傷ヲ負
 ヒ大出血シ、入獄中層々卒倒シタ。後部砲手チェスター・ブラウン Chester Brown 軍曹ハ
 右腕ニテ肋骨折、右腕腫及ビ込、傷ヲウケタ。前部砲手カー・スウィー Curtiss
 Warren 曹長ハ右鎖骨ヲ折リ、肋骨ヲ折リ、傷ヲ受ケタ。砲手クレイトン・クライトン Clayton
 Ruhland 軍曹ハ頭部ニ深イ強傷、脚部ニ創傷、膝蓋骨脱臼シ、余ハ左鎖骨ヲ折
 肋骨ヲ折及左膝、右踝関節裂傷數ヶ所ヲ受ケタ。余等ハ此処ニ到着ト共ニ又其後余
 毎ニ根拠地司令官ニ送療ヲ受領シタ。併シ余等ハ嘲笑テシ治療、後々ツナカツタ。
 余ハ此監獄ニマラリヤニ罹ツタが何、年ヲ受ケタカツタ。司令官此海軍根拠地司令官ハ
 ツ監獄生活状態ハ監者ノ身体状態、毎日改打セリタ。取調が行ハルキトヲ知ツ年
 ニトハ疑ヲ容テシ、余ハ入獄前司令官カラ之ニ就テ警告ヲ受ケタ。選拔ハ余ノ自由ヲ
 言ハ換ヒバ白紙シテ良場所ニ送ラレルモ余ガ前述ミタ様々状態ト三殘留ス、モ自由ヲ
 受ト復ハ余言ツタ。此処ニ於ケル入獄ハ何間ニ重米利加軍飛行機、空龍長ハ八回アツタ、
 空龍長ハ余等ハ監房中ニ閉シ、此監房内煙ガ濃クシテ呼吸ハ甚タ困難デツタ。余
 等ハ待處デツタ。捕虜デアル為空龍長避難所ニ使用出来ト言ハタ。此処ニ
 余等ガ使用スル避難所ハ沃山デツタ。余等ハ誰モ、空龍長ヲ負傷シカツタ。

☆
No 3

一九四三年(昭和十八年)十二月七日終ニ副操縦士ト余ハ此監獄カラ逃去シ、自動自轉車下ツ！
 傳虜

又同ハ我飛行機組織、兵刃訓練、飛行場施設ニ関シテ行ハシタ。

DOC 5303

副操縦士ト余ハ毎日取調、後々、屢々殴レテ前記様ナ生活狀態ト總計六十日
 間ヲ、監獄ニ過シタ。余等ハ皆飛行機墜落時重傷ヲ負ツタ。トモ拘ニス監獄ニ
 活ヲシ毎日殴ラレル身體ニ達シタ。操縦士カール・モリス Wilbur L. Morris 中尉
 ハ身体中切傷ヲ負ツタ。副操縦士ロート・モリス Robert M. Russell 少尉は首
 腕脚ニサヤ切傷ヲ付ケ大鼻ヲ折リタ。機内ニポール・ジョーダ Paul Jones 技術軍曹ハ脚
 ヲ折りタ。切傷ヲ負ツタ。無線通信士スコット Scott 曹長ハ顔ハ脚傷ヲ付タ。砲手
 チャールズ・ボーマン Charles Bowman 軍曹ハ肋骨ト胸骨ヲ折り顔口腕脚部ニ深傷ヲ負
 シ大出血ヲシ入獄中屢々昏倒シタ。後部砲手チェスター・ブラウン Chester Brown 軍曹ハ
 右腕ニテ所骨ヲ折右腕脱臼及ビ込込、傷ヲ付タ。前部砲手カーネル・クルー Curtiss
 Warren 曹長ハ右鎖骨ヲ折リ数々傷ヲ受ケタ。砲手クレイトン・ローランド Clayton
 Ruhland 軍曹ハ頭部ニ深イ外傷、脚部ニ創傷、膝蓋骨脱臼ヲシ余ハ左鎖骨ヲ折
 肋骨ヲ折及左膝右踝関節破裂傷數ヶ所ヲ受ケタ。余等ハ此処ニ到着ト共ニ又其後余
 毎ニ根拠地司令官ニ送テ医療ヲ受領シタ。併シ余等ハ嘲笑ヲシ治療ニ後ケラレタ。タ。
 余ハ此監獄ニマシラレニ罹ツタが何ノ事ヲ受ケタカ。司令官此海軍根拠地司令官ハ
 ツ監獄生活狀態ハ監者ノ身體狀態毎日殴打シタリ取調が行ハレキルコトヲ知リキ
 ルトハ、緩ク答ヘタ。余ハ入獄前司令官カラ之ニ就テ警告ヲ受ケタ。選拔ハ余ノ自由ガ
 言ハ振ヒバ白狀シテ良イ場所ニ送ラレシモ余ガ前述シタ様ナ狀態トニ殘留スノ自由ヲ
 アルト但余ニ言フタ。此処於ケル入獄ハ同ニ亞米利加軍飛行機ノ空襲長ハ八回アツタ。タ、
 空襲中余等ハ監房中ニ閉シテ監房内煙ガ濃クナリテ呼吸ハ甚ク困難ナリタ。余
 等ハ俘虜ガテクシテ捕虜ガアル為ニ空襲逃避難所ニ使用出来ナイト言ハタ。此処ニ
 余等ガ使用スル避難所ハ沃山ヲタ。余等ハ誰モノ空襲中負傷シタ。タ。

☆ No 3

一九四三年(昭和十八年)十二月日終ニ副操縦士ト余ハ此監獄カラ遣出サレ自働自轉車ヲツ
 俘虜

Doc 5303

收容所に入らる。此處、余等、兵卒が以て研ぎをせし居り。此處、余、
「三ツセル」用規那ト衰弱状態ニ用ゐる薬ト好適な食ヲ得たり。和蘭
人、医師、余、肩者^{プロセ}「三ツセル」右腕ニハ麻酔ガ膏藥ヲ持タシ、又
キニ入リ難キト言ひ。余、体重捕ハ多時、一ハ七割度カ、一四ハ割度減タリ。
余、收容所ニ九三年(昭和八年)一月二日也留マシ。ソレカ「三ツセル」
余ト乗組員、四人、兵卒、六〇。噸位、商船ニ乗セリ。六名、外ニ
「Washington Scatter」出身「J.G. Yushioyich」海軍大尉余等
ト同船シ。船上、日本へ歸還スル。〇名、日本水兵ト「三ツセル」續、
荷物が搭載サレタ。九名、日本海軍、兵卒が、航海ヲ通ジ、余等、
監視スル任務ニ就タリ。余等、船が日本に入来スル也、日本船ニ居リ。
余等、毎日日本船ヲ洗ハネバシタリ。又番兵娛樂、為ラ家鴨ヲキリシ
ヲ作ル。並ニ体操、美名体操、無理矢理ニキレタリ。而シテ船局
態度ヲ明シタリ、イデ毆打サレタ。余等、夜中船艙内ニ同込
タリ、便所ノ使用ヲ許サレタ。日本刀位大キ、木ノ杖、屢々毆ニタリ。
余等、艙内ニ保管ニ使用シタリ。之ヲ発見サレタ時、余等、番
兵ニ毆打サレタ。ニ、航海中或ハ余、二人番兵カ、睡眠用ノ重イ座
キ片ニテ、機命セリ。余、カ座キ片、カヨリシタリ。余、余リ、三ツセル、出
サレタ。ソノ時、余、短キ木ノ着ケサレ、ミ、アツタガ、コ、番兵ハ大、
付、手ニ煙草ヲ取テ、余、背中ニ三回突込タリ。翌日、余、脚氣ヲ
作リ、手足ノ自由ヲ失フタガ、之ニ対シテ何、治療ヲ受ケタリ。
「三ツセル」少尉モ亦脚氣ヲ作リ、手足ノ自由ヲ失ヒ、手、自由ヲ失ヒ、如キタリ。
再々余等、何處ヘ行クモ、整バシ、バ、カ、ツタ、コ、手足ノ痺、余、ハ
九月「三ツセル」ハ、二十月續タリ。余、現在手足、均整ナシ、保
キカ「三ツセル」未ダアル。余等、船首ニ拘禁サレ、夜、柵ヲ巡リサレ。

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船が急雷攻撃ヲ受ケテ余等、船上兵ニ流レタト言ハシ。

ニ、六十日、航海、後余等、日本、大船ニ到着シタ。余、其處ニ

初メ脚氣、治療ヲ受ケタカシ、之、適當ニ治療法ガナシトイフ理由

デ何、治療モ受ケタカシ、「ヒールランド」 「Island」、墜落、時ニ受ケタ

膝蓋骨骨折ガ永久、傷ニナリ終ラ。彼、脚ニ傷ニサレ道ハ少

シ、「Jones」、歩クニトカ出来タガ今、「Brown」、外科医術、間ニ合又ト言シ。

余、鎖骨、又取外サネハナシタカシ。「Brown」、腕、患處ニ、外

科手術、直ス必要カロシ。

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